



No. 7

April 25, 2005

S. 732 – Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2005

Calendar No. 68

*Reported as an original bill by the Environment and Public Works Committee on April 6, 2005;
S.Rept.109-53.*

Noteworthy

- In the 108th Congress, the Senate passed S. 1072, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003 (SAFETEA), which authorized \$318 billion over six years for highway, transit, and safety programs. Ultimately, the Senate could not reach a compromise with the House in conference. Since the expiration of TEA-21 on September 30, 2003, federal highway, highway safety, and transit programs have continued as a result of a series of short-term extensions. On May 31, 2005, the latest such extension will expire.
- This bill authorizes \$283.9 billion in guaranteed spending and contract authority over a six-year period. This level is consistent with levels adopted by the House and White House. Subtracting authorizations for the mass transit and safety, and funding for fiscal year 2004, the bill provides \$191 billion for maintenance and improvement of the nation's roads and bridges over the five-year period from fiscal year 2005 to 2009.
- The bill requires that, in any fiscal year 2005 to 2009, no State may receive less than 110 percent of its average annual TEA-21 apportionments. In addition, a percentage ceiling relative to average annual TEA-21 apportionments is applied at a set level for each individual year: FY 2005 – 119 percent; FY 2006 – 122 percent; FY 2007 – 123 percent; FY 2008 – 128 percent; FY 2009 – 250 percent. The annual growth ceilings were to override all other provisions, except that no State may receive a negative equity bonus, and no State may receive less than 90.5 percent of its relative share of Highway Trust Fund contributions.
- The bill language sets a target relative rate of return at 92 percent for the Equity Bonus. Although this is less than the 95-percent rate of return included in last year's Senate-passed bill, the reduction was necessitated by the lower overall funding level in this year's bill.
- With few exceptions, policy provisions included in this bill are essentially the same as those of S. 1072, which the Senate passed on February 12, 2004, by a vote of 76-21.

Highlights

State-by-State Funding Totals

| State | FY 2005 | FY 2006 | FY 2007 | FY 2008 | FY 2009 | Five-Year Total |
|----------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|------------------------|
| Alabama | 663,522,334 | 678,916,303 | 682,835,458 | 708,986,981 | 737,964,705 | 3,472,225,781 |
| Alaska | 389,007,542 | 398,119,150 | 400,513,769 | 415,922,504 | 432,985,807 | 2,036,548,672 |
| Arizona | 603,437,011 | 610,655,893 | 608,979,014 | 630,887,509 | 667,987,466 | 3,121,928,693 |
| Arkansas | 434,453,437 | 444,532,921 | 447,099,060 | 464,222,250 | 483,195,947 | 2,273,503,615 |
| California | 3,103,829,652 | 3,178,942,284 | 3,204,952,301 | 3,331,097,708 | 3,525,793,891 | 16,344,615,836 |
| Colorado | 426,080,433 | 448,328,999 | 460,658,099 | 481,550,863 | 509,540,541 | 2,326,138,934 |
| Connecticut | 458,026,695 | 458,026,695 | 458,026,695 | 458,026,695 | 458,026,695 | 2,290,133,475 |
| Delaware | 144,278,517 | 147,625,833 | 148,478,028 | 154,164,502 | 160,485,516 | 755,012,396 |
| Dist. of Col. | 155,574,890 | 161,597,730 | 161,866,489 | 170,284,509 | 172,792,610 | 822,116,229 |
| Florida | 1,606,319,364 | 1,614,259,976 | 1,603,333,217 | 1,668,509,364 | 1,751,676,156 | 8,246,099,078 |
| Georgia | 1,179,142,885 | 1,201,758,678 | 1,191,062,454 | 1,230,368,728 | 1,280,656,372 | 6,082,989,118 |
| Hawaii | 156,153,876 | 156,153,876 | 156,153,876 | 156,153,876 | 156,713,893 | 781,329,399 |
| Idaho | 252,914,797 | 258,889,002 | 260,459,777 | 270,504,865 | 281,624,248 | 1,324,372,488 |
| Illinois | 1,036,650,492 | 1,128,041,428 | 1,167,519,747 | 1,229,408,071 | 1,300,864,110 | 5,862,481,848 |
| Indiana | 850,670,167 | 889,086,028 | 907,006,261 | 946,016,789 | 1,001,003,101 | 4,593,762,346 |
| Iowa | 392,305,825 | 409,484,236 | 411,747,814 | 433,469,393 | 439,852,834 | 2,086,840,102 |
| Kansas | 383,372,831 | 398,444,121 | 399,434,224 | 420,044,038 | 426,228,227 | 2,027,523,441 |
| Kentucky | 576,927,198 | 590,312,128 | 593,719,800 | 616,458,334 | 641,654,226 | 3,019,071,686 |
| Louisiana | 528,947,398 | 541,219,178 | 544,343,454 | 565,190,951 | 588,291,442 | 2,767,992,424 |
| Maine | 164,783,581 | 168,993,225 | 169,677,018 | 178,741,562 | 181,904,948 | 864,100,335 |
| Maryland | 540,322,363 | 542,383,278 | 545,160,214 | 565,118,699 | 588,216,237 | 2,781,180,790 |
| Massachusetts | 572,689,870 | 588,281,343 | 588,362,892 | 619,001,285 | 628,140,736 | 2,996,476,126 |
| Michigan | 1,041,879,705 | 1,080,049,144 | 1,099,788,620 | 1,148,047,713 | 1,197,734,829 | 5,567,499,010 |
| Minnesota | 473,683,013 | 527,658,316 | 581,214,889 | 620,422,483 | 656,604,203 | 2,859,582,905 |
| Mississippi | 409,692,485 | 419,197,508 | 421,617,392 | 437,764,674 | 455,656,997 | 2,143,929,053 |
| Missouri | 786,349,949 | 804,593,566 | 809,238,213 | 840,230,763 | 874,572,683 | 4,114,985,174 |
| Montana | 325,910,563 | 333,772,989 | 336,035,492 | 349,147,805 | 363,639,357 | 1,708,506,206 |
| Nebraska | 263,729,073 | 274,440,845 | 275,401,870 | 289,588,092 | 293,845,449 | 1,397,005,328 |
| Nevada | 236,355,085 | 241,838,613 | 243,234,665 | 252,550,170 | 262,672,403 | 1,236,650,936 |
| New Hampshire | 156,688,116 | 156,788,587 | 156,889,059 | 157,511,831 | 159,912,734 | 787,790,327 |
| New Jersey | 871,698,552 | 885,147,353 | 882,348,785 | 911,978,064 | 949,250,360 | 4,500,421,114 |
| New Mexico | 322,707,231 | 330,280,647 | 332,283,657 | 345,079,286 | 359,246,884 | 1,689,597,705 |
| New York | 1,576,679,446 | 1,580,024,746 | 1,583,370,045 | 1,653,352,450 | 1,680,304,993 | 8,073,731,680 |
| North Carolina | 925,896,540 | 949,238,469 | 957,019,113 | 995,922,329 | 1,039,027,174 | 4,867,103,624 |
| North Dakota | 217,354,749 | 222,919,871 | 224,789,079 | 233,819,094 | 243,759,397 | 1,142,642,190 |
| Ohio | 1,146,336,715 | 1,197,636,169 | 1,228,071,653 | 1,282,953,400 | 1,357,523,826 | 6,212,521,762 |
| Oklahoma | 506,121,555 | 520,178,646 | 520,420,478 | 546,941,981 | 561,436,852 | 2,655,098,512 |
| Oregon | 391,765,907 | 406,445,109 | 407,438,658 | 428,689,319 | 434,987,202 | 2,069,306,196 |
| Pennsylvania | 1,522,034,462 | 1,522,034,462 | 1,522,034,462 | 1,522,034,462 | 1,536,449,152 | 7,624,587,002 |
| Rhode Island | 190,824,287 | 198,049,190 | 198,207,527 | 208,718,302 | 211,801,536 | 1,007,600,842 |
| South Carolina | 544,473,963 | 552,229,772 | 546,882,374 | 564,979,166 | 588,071,001 | 2,796,636,275 |
| South Dakota | 237,666,295 | 243,180,243 | 244,584,040 | 253,951,224 | 264,330,721 | 1,243,712,523 |
| Tennessee | 748,970,225 | 754,734,581 | 747,186,857 | 771,830,760 | 803,377,035 | 3,826,099,458 |
| Texas | 2,704,235,471 | 2,728,578,145 | 2,715,077,807 | 2,811,351,332 | 2,977,377,164 | 13,936,619,918 |
| Utah | 258,996,819 | 263,535,446 | 264,183,556 | 274,301,370 | 285,512,619 | 1,346,529,810 |
| Vermont | 162,007,889 | 168,683,734 | 169,428,576 | 178,548,513 | 181,616,745 | 860,265,456 |
| Virginia | 847,094,354 | 868,449,673 | 875,568,113 | 911,160,313 | 958,216,179 | 4,460,488,633 |
| Washington | 617,627,982 | 640,671,862 | 643,186,232 | 677,675,141 | 698,567,398 | 3,267,728,615 |
| West Virginia | 368,378,334 | 376,924,851 | 379,100,711 | 393,619,671 | 409,707,699 | 1,927,731,267 |
| Wisconsin | 600,885,870 | 600,885,870 | 600,885,870 | 619,047,813 | 644,349,334 | 3,066,054,558 |
| Wyoming | 227,605,480 | 232,886,013 | 234,230,365 | 243,784,345 | 253,141,156 | 1,191,647,378 |
| Apportioned | 33,305,020,271 | 34,095,006,524 | 34,311,107,838 | 35,639,106,945 | 37,108,451,591 | 174,458,693,169 |
| Admin | 812,316 | 812,316 | 812,316 | 812,316 | 812,316 | 4,061,582 |
| Planning | - | - | - | - | - | - |
| Territories | 44,654,088 | 44,654,088 | 44,654,088 | 44,654,088 | 44,654,088 | 223,270,440 |
| Discretionary | 330,574,212 | 330,574,212 | 330,574,212 | 330,574,212 | 330,574,212 | 1,652,871,060 |
| Safe Routes to Schools | - | - | - | - | - | - |
| Rail Highway Protective Services | - | - | - | - | - | - |
| IPAM | - | - | - | - | - | - |
| Total Program | 33,681,060,887 | 34,471,047,140 | 34,687,148,454 | 36,015,147,562 | 37,484,492,207 | 176,336,896,261 |
| Title I | 2,583,727,446 | 2,663,658,263 | 2,733,765,182 | 2,805,658,265 | 2,877,551,346 | 13,664,360,502 |
| Title II | 409,210,063 | 416,354,717 | 422,606,289 | 427,984,779 | 434,216,352 | 2,110,352,200 |
| Grand Total | 36,673,998,396 | 37,551,060,120 | 37,843,519,925 | 39,248,770,606 | 40,796,259,905 | 192,113,608,963 |
| Less Title I Non-CA Programs | (405,459,120) | (418,855,347) | (427,786,164) | (436,716,982) | (450,113,208) | (2,136,930,821) |
| Less Title II Non-CA Programs | (20,719,497) | (20,719,497) | (20,719,497) | (20,719,497) | (20,719,497) | (103,597,485) |
| Total Contract Authority | 36,247,819,779 | 37,111,485,276 | 37,395,014,264 | 38,791,334,127 | 40,325,427,200 | 189,871,080,647 |

Apportionments vs TEA-21 Average (Programs Included in Equity Bonus, Only)

| | FY 2005 | FY 2006 | FY 2007 | FY 2008 | FY 2009 | Average |
|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | As Pct. | As Pct. | As Pct. | As Pct. | As Pct. | As Pct. |
| | TEA-21 | TEA-21 | TEA-21 | TEA-21 | TEA-21 | TEA-21 |
| Alabama | 118.8% | 121.6% | 122.3% | 127.0% | 132.2% | 124.4% |
| Alaska | 118.8% | 121.6% | 122.3% | 127.0% | 132.2% | 124.4% |
| Arizona | 129.2% | 130.5% | 130.0% | 134.5% | 142.4% | 133.3% |
| Arkansas | 118.8% | 121.6% | 122.3% | 127.0% | 132.2% | 124.4% |
| California | 121.0% | 123.9% | 124.8% | 129.7% | 137.2% | 127.3% |
| Colorado | 127.3% | 134.0% | 137.7% | 143.9% | 152.3% | 139.0% |
| Connecticut | 110.0% | 110.0% | 110.0% | 110.0% | 110.0% | 110.0% |
| Delaware | 118.8% | 121.6% | 122.3% | 127.0% | 132.2% | 124.4% |
| Dist. of Col. | 143.4% | 148.9% | 149.2% | 156.9% | 159.2% | 151.5% |
| Florida | 123.4% | 123.8% | 123.0% | 128.0% | 134.4% | 126.5% |
| Georgia | 119.7% | 122.0% | 120.9% | 124.9% | 130.0% | 123.5% |
| Hawaii | 110.0% | 110.0% | 110.0% | 110.0% | 110.4% | 110.1% |
| Idaho | 118.8% | 121.6% | 122.3% | 127.0% | 132.2% | 124.4% |
| Illinois | 111.8% | 121.7% | 125.9% | 132.6% | 140.3% | 126.5% |
| Indiana | 128.8% | 134.6% | 137.3% | 143.3% | 151.6% | 139.1% |
| Iowa | 119.0% | 124.2% | 124.9% | 131.5% | 133.5% | 126.8% |
| Kansas | 119.3% | 124.0% | 124.3% | 130.7% | 132.7% | 126.2% |
| Kentucky | 118.8% | 121.6% | 122.3% | 127.0% | 132.2% | 124.4% |
| Louisiana | 118.8% | 121.6% | 122.3% | 127.0% | 132.2% | 124.4% |
| Maine | 110.3% | 112.8% | 112.8% | 118.6% | 120.3% | 115.0% |
| Maryland | 121.9% | 122.4% | 123.0% | 127.5% | 132.7% | 125.5% |
| Massachusetts | 111.2% | 114.2% | 114.2% | 120.2% | 121.9% | 116.3% |
| Michigan | 114.9% | 118.7% | 120.4% | 125.4% | 130.5% | 122.0% |
| Minnesota | 114.9% | 128.0% | 141.0% | 150.4% | 159.2% | 138.7% |
| Mississippi | 118.8% | 121.6% | 122.3% | 127.0% | 132.2% | 124.4% |
| Missouri | 118.8% | 121.6% | 122.3% | 127.0% | 132.2% | 124.4% |
| Montana | 118.8% | 121.6% | 122.3% | 127.0% | 132.2% | 124.4% |
| Nebraska | 123.7% | 128.7% | 129.2% | 135.8% | 137.6% | 131.0% |
| Nevada | 118.8% | 121.6% | 122.3% | 127.0% | 132.2% | 124.4% |
| New Hampshire | 110.0% | 110.0% | 110.0% | 110.4% | 112.0% | 110.5% |
| New Jersey | 120.1% | 122.0% | 121.6% | 125.7% | 130.8% | 124.1% |
| New Mexico | 118.8% | 121.6% | 122.3% | 127.0% | 132.2% | 124.4% |
| New York | 110.0% | 110.0% | 110.0% | 114.7% | 116.4% | 112.2% |
| North Carolina | 119.0% | 122.0% | 123.0% | 128.0% | 133.5% | 125.1% |
| North Dakota | 118.8% | 121.6% | 122.3% | 127.0% | 132.2% | 124.4% |
| Ohio | 119.0% | 124.3% | 127.5% | 133.2% | 140.9% | 129.0% |
| Oklahoma | 119.2% | 122.5% | 122.5% | 128.8% | 132.2% | 125.0% |
| Oregon | 115.3% | 119.6% | 119.9% | 126.1% | 128.0% | 121.6% |
| Pennsylvania | 110.0% | 110.0% | 110.0% | 110.0% | 111.0% | 110.2% |
| Rhode Island | 116.1% | 120.5% | 120.6% | 127.0% | 128.9% | 122.6% |
| South Carolina | 119.0% | 120.7% | 119.5% | 123.5% | 128.5% | 122.2% |
| South Dakota | 118.8% | 121.6% | 122.3% | 127.0% | 132.2% | 124.4% |
| Tennessee | 119.0% | 119.9% | 118.7% | 122.6% | 127.6% | 121.6% |
| Texas | 126.8% | 127.7% | 126.8% | 131.1% | 138.8% | 130.3% |
| Utah | 119.9% | 122.0% | 122.3% | 127.0% | 132.2% | 124.7% |
| Vermont | 126.7% | 131.6% | 131.8% | 138.7% | 140.7% | 133.9% |
| Virginia | 119.0% | 122.0% | 123.0% | 128.0% | 134.6% | 125.3% |
| Washington | 124.4% | 128.9% | 129.2% | 136.0% | 138.0% | 131.3% |
| West Virginia | 118.8% | 121.6% | 122.3% | 127.0% | 132.2% | 124.4% |
| Wisconsin | 110.0% | 110.0% | 110.0% | 113.3% | 118.0% | 112.3% |
| Wyoming | 118.8% | 121.6% | 122.3% | 127.3% | 132.2% | 124.4% |
| Apportioned | 118.8% | 121.6% | 122.3% | 127.0% | 132.2% | 124.4% |

Rate of Return (Programs Included in Equity Bonus, only)

| | FY 2003 | FY 2004 | FY 2005 | FY 2006 | FY 2007 | FY 2008 | FY 2009 |
|----------------|----------|----------|----------|----------|----------|----------|----------|
| Alabama | \$1.0039 | \$1.0067 | \$1.0528 | \$1.0681 | \$1.0804 | \$1.0845 | \$1.0845 |
| Alaska | \$5.6734 | \$5.0534 | \$5.2512 | \$5.2558 | \$5.2726 | \$5.2780 | \$5.2780 |
| Arizona | \$0.9050 | \$0.9050 | \$0.9050 | \$0.9050 | \$0.9050 | \$0.9050 | \$0.9200 |
| Arkansas | \$0.9691 | \$0.9547 | \$1.0126 | \$1.0324 | \$1.0503 | \$1.0562 | \$1.0562 |
| California | \$0.9050 | \$0.9050 | \$0.9050 | \$0.9050 | \$0.9050 | \$0.9050 | \$0.9200 |
| Colorado | \$0.9050 | \$0.9050 | \$0.9050 | \$0.9050 | \$0.9050 | \$0.9050 | \$0.9200 |
| Connecticut | \$1.4272 | \$1.3575 | \$1.3084 | \$1.2997 | \$1.3071 | \$1.2636 | \$1.2140 |
| Delaware | \$1.6625 | \$1.5924 | \$1.5874 | \$1.6184 | \$1.6400 | \$1.6470 | \$1.6470 |
| Dist. of Col. | \$3.3554 | \$3.4770 | \$4.6938 | \$4.8579 | \$4.9067 | \$4.9943 | \$4.8688 |
| Florida | \$0.9050 | \$0.9050 | \$0.9050 | \$0.9050 | \$0.9060 | \$0.9121 | \$0.9200 |
| Georgia | \$0.9050 | \$0.9050 | \$0.9050 | \$0.9190 | \$0.9200 | \$0.9200 | \$0.9200 |
| Hawaii | \$2.0846 | \$1.9461 | \$1.7777 | \$1.7713 | \$1.7820 | \$1.7229 | \$1.6611 |
| Idaho | \$1.3484 | \$1.3377 | \$1.3819 | \$1.4089 | \$1.4324 | \$1.4401 | \$1.4401 |
| Illinois | \$0.9304 | \$0.9697 | \$0.9200 | \$0.9200 | \$0.9050 | \$0.9050 | \$0.9200 |
| Indiana | \$0.9132 | \$0.9228 | \$0.9050 | \$0.9050 | \$0.9050 | \$0.9050 | \$0.9200 |
| Iowa | \$1.0562 | \$1.0543 | \$1.0640 | \$1.0264 | \$0.9858 | \$0.9870 | \$0.9622 |
| Kansas | \$1.0697 | \$1.1428 | \$1.0923 | \$1.1028 | \$1.0948 | \$1.1073 | \$1.0795 |
| Kentucky | \$0.9050 | \$0.9150 | \$0.9473 | \$0.9539 | \$0.9608 | \$0.9631 | \$0.9631 |
| Louisiana | \$0.9050 | \$0.9050 | \$0.9529 | \$0.9545 | \$0.9557 | \$0.9561 | \$0.9561 |
| Maine | \$0.9474 | \$1.0476 | \$0.9200 | \$0.9371 | \$0.9460 | \$0.9625 | \$0.9383 |
| Maryland | \$0.9050 | \$0.9050 | \$0.9050 | \$0.9050 | \$0.9173 | \$0.9200 | \$0.9200 |
| Massachusetts | \$0.9671 | \$0.9490 | \$0.9375 | \$0.9591 | \$0.9659 | \$0.9827 | \$0.9581 |
| Michigan | \$0.9118 | \$0.9050 | \$0.9200 | \$0.9200 | \$0.9200 | \$0.9200 | \$0.9200 |
| Minnesota | \$0.9760 | \$1.0245 | \$0.9472 | \$0.9050 | \$0.9050 | \$0.9050 | \$0.9200 |
| Mississippi | \$0.9050 | \$0.9050 | \$0.9208 | \$0.9388 | \$0.9544 | \$0.9595 | \$0.9595 |
| Missouri | \$0.9155 | \$0.9129 | \$0.9925 | \$0.9855 | \$0.9809 | \$0.9795 | \$0.9795 |
| Montana | \$2.1842 | \$2.1087 | \$2.1962 | \$2.2313 | \$2.2642 | \$2.2750 | \$2.2750 |
| Nebraska | \$1.0233 | \$0.9884 | \$1.0739 | \$1.0697 | \$1.0532 | \$1.0620 | \$1.0353 |
| Nevada | \$0.9780 | \$0.9435 | \$0.9988 | \$0.9668 | \$0.9438 | \$0.9366 | \$0.9366 |
| New Hampshire | \$1.1005 | \$1.0678 | \$1.0157 | \$1.0121 | \$1.0197 | \$0.9896 | \$0.9647 |
| New Jersey | \$0.9050 | \$0.9050 | \$0.9050 | \$0.9153 | \$0.9200 | \$0.9200 | \$0.9200 |
| New Mexico | \$1.0779 | \$1.1048 | \$1.1166 | \$1.1283 | \$1.1404 | \$1.1443 | \$1.1443 |
| New York | \$1.2488 | \$1.2377 | \$1.1100 | \$1.1050 | \$1.1143 | \$1.1243 | \$1.0959 |
| North Carolina | \$0.9050 | \$0.9050 | \$0.9102 | \$0.9130 | \$0.9156 | \$0.9179 | \$0.9200 |
| North Dakota | \$2.0324 | \$2.0821 | \$2.1024 | \$2.0871 | \$2.0803 | \$2.0781 | \$2.0781 |
| Ohio | \$0.9050 | \$0.9050 | \$0.9098 | \$0.9050 | \$0.9050 | \$0.9050 | \$0.9200 |
| Oklahoma | \$0.9050 | \$0.9050 | \$0.9050 | \$0.9268 | \$0.9385 | \$0.9554 | \$0.9423 |
| Oregon | \$0.9878 | \$1.0293 | \$1.0104 | \$1.0136 | \$1.0026 | \$1.0135 | \$0.9880 |
| Pennsylvania | \$1.2084 | \$1.2028 | \$1.1462 | \$1.1406 | \$1.1504 | \$1.1131 | \$1.0795 |
| Rhode Island | \$2.1662 | \$2.0963 | \$2.2442 | \$2.3174 | \$2.3335 | \$2.3757 | \$2.3162 |
| South Carolina | \$0.9050 | \$0.9050 | \$0.9104 | \$0.9200 | \$0.9200 | \$0.9200 | \$0.9200 |
| South Dakota | \$2.1632 | \$2.1256 | \$2.1532 | \$2.0622 | \$2.0000 | \$1.9807 | \$1.9807 |
| Tennessee | \$0.9050 | \$0.9050 | \$0.9163 | \$0.9200 | \$0.9200 | \$0.9200 | \$0.9200 |
| Texas | \$0.9050 | \$0.9050 | \$0.9050 | \$0.9050 | \$0.9050 | \$0.9050 | \$0.9200 |
| Utah | \$0.9190 | \$0.9050 | \$0.9050 | \$0.9126 | \$0.9208 | \$0.9244 | \$0.9244 |
| Vermont | \$1.8340 | \$1.7396 | \$2.0086 | \$2.0788 | \$2.0994 | \$2.1370 | \$2.0833 |
| Virginia | \$0.9050 | \$0.9050 | \$0.9062 | \$0.9072 | \$0.9087 | \$0.9106 | \$0.9200 |
| Washington | \$0.9138 | \$0.9418 | \$1.0112 | \$1.0101 | \$0.9956 | \$1.0058 | \$0.9806 |
| West Virginia | \$1.5836 | \$1.5649 | \$1.6818 | \$1.6875 | \$1.6937 | \$1.6957 | \$1.6957 |
| Wisconsin | \$1.0288 | \$1.0503 | \$1.0492 | \$0.9772 | \$0.9376 | \$0.9200 | \$0.9200 |
| Wyoming | \$1.3351 | \$1.3739 | \$1.4527 | \$1.4811 | \$1.5123 | \$1.5262 | \$1.5226 |
| All States | \$1.0000 | \$1.0000 | \$1.0000 | \$1.0000 | \$1.0000 | \$1.0000 | \$1.0000 |

SAFETEA HIGHWAY AUTHORIZATIONS BY PROGRAM
(in millions)

| Section | Name | FY05 | FY06 | FY07 | FY08 | FY09 | Total | Average |
|-------------------------|------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|-----------------|
| 1101(1) | Interstate Maintenance | 5,799.2 | 6,032.1 | 6,049.4 | 6,351.1 | 6,443.6 | 30,675.3 | 6,135.1 |
| 1101(2) | National Highways | 7,054.1 | 7,333.6 | 7,354.7 | 7,720.8 | 7,833.1 | 37,296.3 | 7,459.3 |
| 1101(3) | Highway Bridges | 4,970.7 | 5,157.2 | 5,142.0 | 5,429.9 | 5,509.1 | 26,208.9 | 5,241.8 |
| 1101(4) | Surf. Transportation | 7,318.0 | 7,597.6 | 7,619.4 | 7,999.4 | 8,116.1 | 38,650.6 | 7,730.1 |
| 1101(5) | Cong. Mitigation | 1,979.1 | 2,049.1 | 2,054.9 | 2,157.4 | 2,189.0 | 10,429.5 | 2,085.9 |
| 1101(6) | Highway Safety | 1,196.7 | 1,234.2 | 1,246.8 | 1,309.0 | 1,328.2 | 6,315.0 | 1,263.0 |
| 1101(7) | Appalachian Devel | 532.5 | 532.5 | 532.5 | 532.5 | 532.5 | 2,662.6 | 532.5 |
| 1101(8) | Recreational Trails | 54.2 | 54.2 | 54.2 | 54.2 | 54.2 | 270.8 | 54.2 |
| 1101(9)(A) | Indian Roads | 290.3 | 312.6 | 334.9 | 357.2 | 379.6 | 1,674.5 | 334.9 |
| 1101(9)(B) | Recreation | 44.7 | 44.7 | 44.7 | 44.7 | 44.7 | 223.3 | 44.7 |
| 1101(9)(C) | Park Roads | 276.9 | 285.8 | 285.8 | 285.8 | 285.8 | 1,420.0 | 284.0 |
| 1101(9)(D) | Refuge Roads | 26.8 | 26.8 | 26.8 | 26.8 | 26.8 | 134.0 | 26.8 |
| 1101(9)(E) | Public Lands | 267.9 | 267.9 | 267.9 | 267.9 | 267.9 | 1,339.6 | 267.9 |
| 1101(9)(F) | Safety | 35.7 | 35.7 | 35.7 | 35.7 | 35.7 | 178.6 | 35.7 |
| 1101(10) | Multistate Corridor | 120.6 | 140.7 | 160.8 | 180.8 | 200.9 | 803.8 | 160.8 |
| 1101(11) | Border Planning | 120.6 | 140.7 | 160.8 | 180.8 | 200.9 | 803.8 | 160.8 |
| 1101(12) | National Scenic | 31.3 | 32.2 | 33.0 | 34.8 | 34.8 | 166.1 | 33.2 |
| 1101(13) | IPAM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1101(14) | Ferry Boats/Terminals | 54.2 | 54.2 | 54.2 | 54.2 | 54.2 | 270.8 | 54.2 |
| 1101(15) | Puerto Rico Highways | 129.5 | 133.1 | 137.5 | 142.9 | 145.6 | 688.6 | 137.7 |
| 1101(16) | Public-Private Prgm | 8.9 | 8.9 | 8.9 | 8.9 | 8.9 | 44.7 | 8.9 |
| 1101(17) | Denali Access | 26.8 | 26.8 | 26.8 | 26.8 | 26.8 | 134.0 | 26.8 |
| 1101(18) | Delta Region | 71.4 | 71.4 | 71.4 | 71.4 | 71.4 | 357.2 | 71.4 |
| 1101(19) | Intermodal Facilities | 8.9 | 8.9 | 8.9 | 8.9 | 8.9 | 44.7 | 8.9 |
| 1103(a) | Administrative Costs | 415.3 | 428.7 | 442.1 | 455.5 | 468.9 | 2,210.4 | 442.1 |
| 1104 | Equity Bonus | 4,656.0 | 4,339.9 | 4,472.5 | 4,279.9 | 5,277.9 | 23,026.2 | 4,605.2 |
| 1105 | RABA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1204 | Ferry Boats/Terminals | 54.2 | 54.2 | 54.2 | 54.2 | 54.2 | 270.8 | 54.2 |
| 1303 (f) | Transport Finance | 116.1 | 116.1 | 116.1 | 116.1 | 116.1 | 580.5 | 116.1 |
| 1305 | National Commission | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 0.5 |
| 1401 | Safety Improvements | 22.3 | 22.3 | 22.3 | 22.3 | 22.3 | 111.6 | 22.3 |
| 1523 | Intermodal Facilities | 8.9 | 8.9 | 8.9 | 8.9 | 8.9 | 44.7 | 8.9 |
| 1609(b) | FAST Lanes Program | 9.8 | 9.8 | 9.8 | 9.8 | 9.8 | 49.1 | 9.8 |
| 1806 | Indian Roads/Bridges | 13.4 | 13.4 | 13.4 | 13.4 | 13.4 | 67.0 | 13.4 |
| 1812 | Covered Bridges | 12.5 | 12.5 | 12.5 | 12.5 | 12.5 | 62.5 | 12.5 |
| 1813 | System Preservation | 44.7 | 44.7 | 44.7 | 44.7 | 44.7 | 223.3 | 44.7 |
| 1814 | Truck Parking Pgrm | 8.9 | 8.9 | 8.9 | 8.9 | 8.9 | 44.7 | 8.9 |
| 1814 | Corridor Parking Pgrm | 8.9 | 8.9 | 8.9 | 8.9 | 8.9 | 44.7 | 8.9 |
| 1819 | MagLev Program | 13.4 | 13.4 | 13.4 | 13.4 | 13.4 | 67.0 | 13.4 |
| 1819 | MagLev Program (2) | 357.2 | 370.6 | 379.6 | 388.5 | 401.9 | 1,897.8 | 379.6 |
| 1822 | Emergency Relief | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 500.0 | 100.0 |
| 1826 | Additional Indian | 1.6 | 1.6 | 1.6 | 1.6 | 1.6 | 8.0 | 1.6 |
| Total -- Title I | | 36,264.8 | 37,134.7 | 37,420.9 | 38,820.8 | 40,362.0 | 190,003.3 | 38,000.7 |
| Highway Trust Fund | | 36,252.3 | 37,122.2 | 37,408.4 | 38,808.3 | 40,349.5 | 189,940.7 | 37,988.1 |
| General Fund | | 12.5 | 12.5 | 12.5 | 12.5 | 12.5 | 62.5 | 12.5 |
| 1102(a) | FHWA Ob Limitation | 34,425.4 | 37,155.0 | 37,450.2 | 38,816.4 | 40,321.3 | 188,168.2 | 37,633.6 |
| 1102(i) | Administrative Limit | 415.3 | 428.7 | 442.1 | 455.5 | 468.9 | 2,210.4 | 442.1 |

| | | | | | | | | |
|-----------------------------|------------------------|----------|----------|----------|----------|----------|-----------|----------|
| 2001(a)(1)(A) | Research Program | 188.4 | 192.0 | 194.7 | 196.5 | 199.2 | 970.8 | 194.2 |
| 2001(a)(2) | Training and Education | 25.0 | 25.9 | 26.8 | 27.7 | 28.6 | 134.0 | 26.8 |
| 2001(a)(3) | BTS | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 125.0 | 25.0 |
| 2001(a)(4) | ITS Standards | 109.8 | 112.5 | 115.2 | 117.9 | 120.6 | 576.0 | 115.2 |
| 2001(a)(5) | University transport | 40.2 | 40.2 | 40.2 | 40.2 | 40.2 | 200.9 | 40.2 |
| 2101(a) | Biobased Transport | 16.1 | 16.1 | 16.1 | 16.1 | 16.1 | 80.4 | 16.1 |
| 2101 | Advisory Cmte | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.9 | 0.2 |
| 2105 | Technology Demo | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 22.3 | 4.5 |
| Total -- Title II | | 409.2 | 416.4 | 422.6 | 428.0 | 434.2 | 2,110.4 | 422.1 |
| 2002 | <i>Research ObLim</i> | 388.7 | 395.8 | 402.1 | 407.4 | 413.7 | 2,007.6 | 401.5 |
| | Highway Trust Fund | 409.2 | 416.4 | 422.6 | 428.0 | 434.2 | 2,110.4 | 422.1 |
| | General Fund | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| GRAND TOTAL | | | | | | | | |
| Total Authorizations | | 36,674.0 | 37,551.1 | 37,843.5 | 39,248.8 | 40,796.3 | 192,113.6 | 38,422.7 |

Background

In the 108th Congress, the Senate passed S. 1072, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003 (SAFETEA), which authorized \$318 billion for highway, transit, and safety programs [February 12, 2004; see Record Vote Analysis No. 14.] The House version of the legislation (H.R. 3550) authorized \$275 billion. Ultimately, the Senate could not reach a compromise with the House for passage of a conference report. Thus, since the expiration of TEA-21 on September 30, 2003, federal highway, highway safety, and transit programs have continued based on a series of short-term extensions. On May 31, 2005, the latest such extension will expire.

SAFETEA is to succeed the “Transportation Equity Act for the 21st Century,” which was enacted June 9, 1998, as Public Law 105-178. It authorized the Federal surface transportation programs for highways, highway safety, and transit for the six-year period between 1998 and 2003. The TEA-21 Restoration Act, enacted July 22, 1998, provided technical corrections to the original law. TEA-21 followed the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which was landmark authorizing legislation for surface transportation.

Two Senate committees, Environment and Public Works (EPW), and Banking, Housing, and Urban Affairs marked up their respective portions of reauthorization legislation on March 16, 2005 and March 17, 2005, respectively. The Committee on Commerce, Science, and Transportation marked up its portion of the bill on April 14, 2005, and the Committee of Finance

marked up the revenue Title on April 19, 2005. The bill will be amended during floor consideration to include the provisions passed by the other Committees.

The House passed its version of the Highway Bill, H.R. 3, on March 10, 2005 by a vote of 417–9. That bill provides for \$284 billion in contract obligations, but includes a provision, Section 1125, which specifies that most spending for highway programs in 2006 would be delayed until nearly the end of that fiscal year unless subsequent legislation were enacted to reauthorize and amend the Minimum Guarantee program.

Bill Provisions

TITLE I – FEDERAL-AID HIGHWAYS

Subtitle A – Funding

This subtitle authorizes sums out of the Highway Trust Fund (other than for the Mass Transit Account) for the Interstate Maintenance Program, National Highway System, Bridge Program, Surface Transportation Program, Congestion Mitigation and Air Quality Improvement Program, Highway Safety Improvement Program, Appalachian Development Highway System Program, Recreational Trails Program, Federal Lands Program, Multi-State Corridor Planning Program, Border, Planning, Operations and Technology Program, National Scenic Byways Program, Infrastructure Performance and Maintenance Program, Construction of Ferry Boats and Ferry Terminal Facilities, and the Puerto Rico Highway Program (see fourth table in the Highlights section).

The Equity bonus program will ensure that the percentages of apportionments of each State is sufficient to ensure that no State's percentage return from the Highway Trust Fund is less than 90.5 percent in each fiscal year between 2005 and 2008, or less than 92 percent in fiscal year 2009. The rate of return shall include from each State, the total apportionments made for the fiscal year for the Interstate Maintenance Program, the National Highway System Program, the Bridge Program, the Surface Transportation Program, the Congestion Mitigation and Air Quality Improvement Program, the Highway Safety Improvement Program, the Appalachian Development Highway System Program, the Recreational Trails Program, the Infrastructure Performance and Maintenance Program, the Metropolitan Planning Program, and the Equity Bonus Program.

Special rules protect the calculations for States with a population density of less than 20 persons per square mile, a population of less than 1 million, a median household income of less than \$35,000 or a State with a fatality rate during 2002 on Interstate highways greater than 1 fatality per 100 million vehicle miles traveled on Interstate highways. Further, no State receives apportionments of less than 110 percent of the average annual apportionments for specified programs during 1998-2003. There is a cap on the Equity Bonus such that no State may receive apportionments more than a specified percentage of their average for 1998-2003.

The subtitle also: makes amendments to current apportionments; creates a new obligational limitation ceiling for states; replaces the Minimum Guarantee Program of TEA-21 with the aforementioned Equity Bonus Program; and changes the calculation of Revenue Aligned Budget Authority (RABA) to provide that if the RABA adjustment in a fiscal year is negative, the amount

of contract authority apportioned to the states for that year shall be reduced by an amount equal to the negative RABA (as opposed to the next fiscal year, as was the case under TEA-21).

Subtitle B—New Programs

This Subtitle creates five new federal transportation programs:

- **Infrastructure Performance and Maintenance Program (IPAM)** – This discretionary program seeks to promote projects that result in immediate benefits for the condition and performance of the highway system. Infrastructure Performance and Maintenance Program (IPAM) avoids long-term commitments of funds and serves as a means to spend down balances. The intent of the IPAM program is to fund ready-to-go projects that may be undertaken and completed within a short time span. A State must obligate IPAM funds within 180 days of the allocation or the Secretary shall withdraw both funds and obligation authority and redistribute them to States with the ability to obligate additional IPAM funds before the end of the fiscal year. Any IPAM funds not obligated by the end of the fiscal year shall lapse.
- **Freight transportation gateways; freight intermodal connections** – This program directs use of Federal-aid dollars: (1) for intermodal freight movement to relieve existing and future truck traffic congestion at major gateways and hubs; and (2) to encourage adoption of new financing strategies to leverage State, local, and private investment in freight transportation gateways; and (3) to increase economic efficiency by facilitating the movement of goods.
- **Construction of Ferry Boats and Ferry Terminal Facilities** – This section requires the Secretary to carry out a program for the construction of ferry boats and ferry facilities and specifies projects to be given priority. The total amount made available from the Highway Trust Fund for this program is \$54.2 million for each of fiscal years 2005 through 2009.
- **State-by-State comparison of construction costs** – This section requires the Federal Highway Administrator to collect State bid price data to compare highway construction costs among the States.
- **Designation of Daniel Patrick Moynihan Interstate Highway** – This section designates Interstate Highway 86 in the State of New York as the Daniel Patrick Moynihan Interstate Highway after the former U.S. Senator who passed away in 2003.

Subtitle C—Finance

The subtitle provides the following:

- Amends the Federal share applied to certain Federal-aid highway projects by simplifying the calculation used to determine the rates for each state.
- Clarifies and authorizes the transferability of funds from the Highway Trust Fund.
- Expands the definition of freight-related projects eligible for assistance.

- Makes several amendments to the Transportation Infrastructure Finance and Innovation Act (TIFIA) that: clarifies the TIFIA provision regarding statewide and metropolitan planning requirements; lowers the threshold cost for eligible TIFIA projects to \$50 million; codifies current regulation that requires a TIFIA project's senior obligations to receive an investment-grade rating in order to execute a secured loan agreement; and conforms the interest-rate-setting mechanism for the line of credit with that for secured loans to allow the Department to execute both agreements on the same date at the same interest rate. This is geared for borrowers that utilize both a secured loan and a line of credit for the same project.
- Allows the Secretary to provide assistance to states to help with administrative needs resulting from their service as a home jurisdiction for motor carriers from Mexico.
- Establishes a National Commission to conduct a comprehensive study of the alternatives to replace or supplement the fuel tax as the principal sources to support the Highway Trust Fund. Suggests new or alternative sources of revenue to fund the needs of the surface transportation system over at least the next 30 years.
- Reauthorizes the State Infrastructure Bank (SIB) program under which **all** States are authorized to enter into cooperative agreements with the Secretary to set up infrastructure revolving funds eligible to be capitalized with Federal transportation funds authorized for the FY05-09 period. The SIB program authorized in TEA-21 only allowed Missouri, Rhode Island, California, and Florida to enter into such agreements. Any debt that the SIB issues or guarantees must be of investment-grade caliber, and any construction funds derived from an SIB will be treated as federal monies, meaning **contractors must be paid prevailing wages**.

Subtitle D—Safety

The subtitle provides the following:

- Creates the Highway Safety Improvement Program, which directs State transportation departments to establish and implement a State strategic highway safety plan in their state. After a transition period, in order to receive funds for this program, States must have a process in place to analyze highway safety problems and opportunities and to produce strategies to mitigate identified safety problems.
- Increases the funding level for Operation Lifesaver from \$500,000 to \$535,000 for each fiscal year, and moves the source of funding from the Surface Transportation Program to the new Highway Safety Improvement Program.
- Creates a new Safe Routes to Schools Program, which requires the Secretary to set aside \$70 million to distribute funds to enable and to encourage greater utilization of walking and bicycling to school.
- Requires that all federally funded projects must fully fund at least 5 percent of the project costs for workzone safety and temporary traffic control measures. This section (1407) also

directs the Secretary to encourage the letting of contracts with contractors that carry general liability insurance in an amount not less than \$15 million. Projects costing more than \$15 million are also required to include continuously monitored workzone intelligent-transportation systems.

- Creates a new formula and approach to penalizing States that have not passed an open-container law prohibiting the possession of any open alcoholic beverage container or the consumption of any alcoholic beverage in the passenger area of a motor vehicle.

Subtitle E—Environmental Planning and Review

This Subtitle provides the following:

- Adds factors that may be considered during the transportation planning process and gives States and metropolitan planning organizations (MPOs) the flexibility to determine, after soliciting and considering comment from the public, which of the specific factors are most appropriate to consider. This section also retains current language in the statute that bars court review of failure to consider specified planning factors.
- Requires transportation planners to consult with appropriate resource agencies to compare transportation plans with available state conservation plans or maps and available inventories of natural or historic resources, as well as to identify areas where wildlife-crossing structures may be needed. If no state conservation plans or maps and available inventories of natural or historic resources exist, S. 732 does not require their creation.
- Allows states to establish habitat, stream, and wetlands mitigation funds for efforts related to those activities. **States are allowed to deposit Surface Transportation Program and National Highway System dollars into the funds.**

New Transportation Project Development Process

- Replaces section 1309 of TEA-21 to facilitate faster and more efficient completion of transportation projects without diminishing environmental protections contained in law.
- Establishes a process for complying with current environmental laws whereby the Department of Transportation is the lead agency and is responsible for identifying and inviting cooperating agencies; developing an agency coordination plan, including a workplan and a schedule; and determining the purpose and need of a project and the alternatives to be considered.
- **This new process does not amend or override any current law.** As in TEA-21, agencies are encouraged to conduct their reviews, analyses, and studies concurrently with the review required under the National Environmental Policy Act (NEPA). Moreover, this process expands the meaning of the term to include all agencies that have an interest in or special expertise regarding the project or its potential impacts.

- The legislation leaves unchanged the authorization from TEA-21 for states to use their Federal transportation dollars as assistance to resource agencies in order to expedite resource agency activities in the environmental review process.
- Establishes a pilot program for not more than five states to assume the Secretary's responsibility for environmental review for a project. This delegation does not extend to conformity determinations, planning requirements, or rulemaking authority. Delegation of the Secretary's responsibility to a State shall be governed by a written agreement between the Secretary and the State.
- Permits states to use Highway funds to acquire parcels of real property that are considered to be critical for any project proposed for Highway funding, prior to the completion of environmental reviews for property acquisition.

Subtitle F—Environment

This subtitle provides the following:

- Amends several technical definitions.
- Identifies the types of vehicles that are exempt from meeting the minimum occupancy requirements for High Occupancy Vehicle (HOV) facilities and identifies the possible options that agencies may select from and use as operational strategies to maximize the use of existing and planned HOV facilities. For instance:
 - Motorcycles shall not be considered single-occupant vehicles and shall be allowed to use HOV facilities;
 - Responsible agencies may allow low-emission and energy-efficient vehicles to use HOV facilities; and
 - Responsible agencies are provided with the option of charging vehicles a toll for the use of an HOV facility if these vehicles do not meet the minimum occupancy requirements.
- Establishes the Fast and Sensible Toll Lanes (FAST) program to manage congestion, reduce emissions in a non-attainment or maintenance area, or to finance the addition of one or more lanes to an interstate to reduce congestion. The Secretary may permit a State to place tolls on highways, bridges or tunnels that are facilities that currently collect tolls, existing HOV facilities, or facilities that are upgraded for additional tolled capacity. Revenues may be used for debt service on highway or transit projects, a reasonable return on investment of any private financing, operational and maintenance costs, or any other purpose related to highway or transit projects under titles 23 or 49. The program also allows for the States to vary in price a toll according to time of day or level of traffic, as appropriate to manage congestion or improve air quality.
- Modifies the Congestion Mitigation and Air Quality Improvement (CMAQ) program apportionment formula in anticipation of the new air quality standards that will soon be in effect for ozone and fine particulate matter (PM-2.5). CMAQ funds will continue to be allocated to each State, based on the ratio of the total weighted population of a State's non-

attainment and maintenance areas to the total weighted population of all non-attainment and maintenance areas in the nation. The purchase of alternative fuel, as defined in the Energy Policy Act of 1992, and the purchase of biodiesel fuel are made eligible activities under the CMAQ program.

- Makes technical corrections for newly designated non-attainment areas in anticipation of the EPA's new standards for ozone (the eight-hour standard) and fine particulate matter (PM-2.5).
- Reduces barriers to regions implementing transportation control measures (TCMs) to improve their regional air quality. The section allows an area to substitute an existing TCM or add a TCM if it can be shown that the new TCM will achieve equivalent or greater emissions reductions.
- Changes how often updates must be made to metropolitan transportation plans and metropolitan transportation improvement programs (TIPs) in non-attainment and maintenance areas, and statewide TIPs. Currently, these documents expire every three years, two years, and three years, respectively. With this bill, all three of these planning documents must be updated every four years, unless a metropolitan planning organization elects to update its transportation improvement plan more frequently.

Subtitle G — Operations

This subtitle encourages the development of safety notification systems and real-time traffic and travel conditions. Activities related to the planning and deployment of real-time monitoring elements are eligible for Surface Transportation Program and National Highway System funds. Under this section, a State may obligate State Planning and Research funds for activities related to the planning of real-time monitoring elements. The section also permits States to use up to 2 percent of the funds apportioned under this section to reduce traffic delays caused by motor vehicle accidents and breakdowns on highways during peak driving times. This section adds the definition of “transportation system management and operations” to the general definitions section.

Subtitle H — Federal Aid Stewardship

This section provides the following:

- This section replaces the 12-year requirement with a 20-year requirement to provide States more time to substantially complete construction of highways designated as future Interstate System routes, before the States forfeit future Interstate designation status. This section also extends the time limitation contained in existing agreements from 12 years to 20 years.
- Removes the restriction that a State must obligate all funds apportioned or allocated to it, or demonstrate that it will use all obligation authority allocated to it for Federal-aid highways and highway safety constructions prior to approval of advance construction projects.

- Provides funds for: public roads and transit facilities serving Federal and Indian lands; the Highway Bridge Program; the Appalachian Development Highway System; the Multistate Corridor Program; the Border Planning, Operations, and Technology and Capacity Program; the Puerto Rico Highway Program; the National Historic Covered Bridge Preservation; Transportation and Community and System Preservation Pilot Program; and Forest Highways.

TITLE II – TRANSPORTATION RESEARCH

This Title authorizes sums out of the Highway Trust Fund (other than for the Mass Transit Account) for contract authority for:

- **Surface Transportation Research:** \$188.4 million for FY05; \$192 million for FY06; \$194.7 million for FY07; \$196.5 million for FY08; and \$199.2 million for FY09.
- **Surface Transportation Environment Cooperative Research Program:** \$17.9 million for FY05 through FY09.
- **Training and Education** is authorized at \$25 million for FY05; at \$25.9 million for FY06; at \$26.8 million for FY07; at \$27.7 million for FY08; and at \$28.6 million for FY09.
- **The Bureau of Transportation Statistics** is authorized at \$25 million for FY05 through FY09.
- **The ITS Standards, Research, Operational Tests, and Development program** is authorized at \$109.9 million for FY05; \$112.5 million for FY06; \$115.2 million for FY07; \$117.9 million for FY08; and \$120.6 million for FY09.
- **University Transportation Centers** program is authorized at \$40.2 million for FY05 through FY09.

TITLE III – RECREATIONAL BOATING SAFETY PROGRAMS

The new title amends the Dingell-Johnson Sport Fish Restoration Act of 1950 and reauthorizes the Dingell-Johnson programs within the committee's jurisdiction for six years. This title also reorganizes the funding mechanism for these programs. All programs are assigned a percentage to allow a simplified, consistent, and fair allocation of funds.

TITLE IV – SOLID WASTE DISPOSAL

The Solid Waste Disposal Act is amended to direct the EPA and each agency head to implement procurement requirements and incentives that provide for the use of cement and concrete incorporating recovered mineral component in cement or concrete projects. Priority is to be given to achieving greater use of recovered mineral components in cement or concrete projects for which recovered mineral components historically have not been used or have been used minimally.

Administration Position

No Administration position on the Senate-reported bill was available at press time. However, in a Statement of Administration Policy issued when the House bill (H.R. 3) reached the floor, the Administration threatened a veto on any bill that exceeded the \$284 billion authorization level.

Cost

The Congressional Budget Office estimates that the Federal-Aid to Highways portion will provide \$187.2 billion in contract authority (a mandatory form of budget authority) and \$2.1 billion in authorized appropriations over the 2005-2010 period.

Possible Amendments

An amendment to boost the bill's overall funding level is anticipated.

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